

RE: Follow up: Example of the Mobilization Section for Memo at EMJ

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AE

Amy Essig Desai <aedesai@farallonconsulting.com>

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Tue 5/20/2014 2:33 PM

To: Chu Rebecca;

Cc: ☐ Ryan Barth <rbarth@anchorqea.com>;

☐ Dyer, Miles (mdyer@JorgensenForge.com) (mdyer@JorgensenForge.com);

☐ Gilbert Leon (gleon@emjmetals.com); ☐ Rich McManus <rmcmanus@farallonconsulting.com>;

☐ 'David Templeton' (dtempleton@anchorqea.com);

You replied on 5/20/2014 3:46 PM.

Thanks for your email Becky. To follow-up, I think the approach you outlined below makes good sense. We are working on developing the mobilization details and associated schedule up to June 27. I will provide you with a letter describing those activities by this Friday, May 23. As previously discussed, mobilization is scheduled to commence on June 2 and commencement of cleanup activities (i.e. upland excavation) is scheduled to occur on June 28. Regarding the RAWP, our team is currently working through the comments EPA provided on the RAWP. The revised RAWP will be submitted to EPA on May 30.

Let me know if you have any comments or concerns.

Thanks,
Amy

From: Chu Rebecca [mailto:Chu.Rebecca@epa.gov]

Sent: Friday, May 16, 2014 2:03 PM

To: Amy Essig Desai

Subject: Follow up: Example of the Mobilization Section for Memo at EMJ

Amy

Here's an example of language from a Remedial Action Work Plan (Hudson River) that discusses "mobilization". It is a very short paragraph. I cut and paste the entire section talking about initial site work as an FYI (highlighted in yellow). You already have some of the details mentioned here in the RAWP- I think the main thing that is missing is the "mobilization" paragraph.

2.1 FACILITY SITE CIVIL WORK AND RAIL YARD CONSTRUCTION

Prior to initiation of in-river dredging, the processing facility site must be transformed from its current condition to a fully functional sediment handling and processing facility. The principal construction activities are summarized below.

- The contractor will perform initial site access activities, including installation of erosion control measures, construction of the main access road, installation of site perimeter security fencing and control gates, and setup of an administration area for contractors and representatives of GE and EPA.
- Civil work activities will include earthwork, construction of stormwater basins, stormwater collection system piping, installation of the HDPE liner, utilities, roadways, culverts, and crossings. Up to 100,000 cubic yards (CY) of select fill material will be brought to the site to provide a structural subgrade for roads, tanks, buildings, wharfs, and rail beds.
- Construction of the wharf area, including revetment excavation, placement of rip-rap, construction of concrete retaining walls, wharfs, staging areas, and the loading and size separation area.
- Installation of river moorings and a snubbing post downstream of Lock C7.
- Establishing a work support marina for operations support and monitoring boats.
- Rail yard construction, which will include a maintenance building, a weigh-in-motion scale, a rail yard air system, inspection roadways, concrete loading pad, and a series of tracks and associated turnouts including a fenced off loading track.

REMEDIAL ACTION WORK PLAN

January 2007

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The civil work contractor (Contract 1) will commence with site preparation for the processing facility and rail yard. Contract 1 also includes the work support marina construction, the wharf area construction, the river moorings installation, the site earth work, the site paving, and landscaping. Once the necessary site earthwork and sub-ballast is complete the rail yard construction contractor (Contract 2) will commence track installation, rail yard building construction, and other required tasks. These work activities are described in the sections below.

2.1.1 Site Access and Preparation

During the initial stage of the project, the private access road from Towpath Road will provide the main access to the site. This road will be used to mobilize equipment and materials necessary to commence FSWC activities including constructing the Main Access Road from the processing facility site toward Route 196. The existing road way approaches at the current rail road crossing are sufficient to support the delivery of equipment and materials to the site during initial mobilization. Once the Main Access Road sub-base has been constructed, the temporary access road will be taken out of service and the Main Access Road will be used to access the site.

2.1.1.1 Equipment Mobilization and Temporary Access

At the start of the project, necessary equipment to establish the site access and erosion controls, perform earthwork and other early FSWC activities will be mobilized to the site using the existing access road from Towpath Road. The temporary site access across the existing railroad will be coordinated with Canadian Pacific Railroad (CPR) to address potential safety issues when crossing the rail line. CPR will inspect the tracks at the crossing and make improvements, if needed, to accommodate the transport of equipment and materials over the

railroad tracks. A CPR flagman will be used during transport of vehicles and equipment over the railroad tracks. A rail road crossing plan is provided in Appendix H. Testing equipment needed for monitoring of work during facility site work construction will also be brought to the site (see QoLPS Field Sampling plan (Appendix B)). During the peak of the initial FSWC activity, as many as 100 workers each day will use the temporary access road and cross the railroad tracks. Table 2-1 provides a list of equipment types identified by the civil work contractor that will be mobilized across the rail road tracks to perform site work (actual equipment utilized may vary). It is anticipated that the civil work contractor will mobilize most of the equipment at the early stages of the project using the temporary access road. The equipment listed in Table 2-1 is assumed to be mobilized once to the site, and maintenance and repairs will be conducted on site whenever practicable. As described in Section 2.1.1, any remaining equipment mobilized to the site will use the Main Access Road, once its construction is complete.

As we discussed, once we have the memo, EPA can review that and, if acceptable, provide a notice to proceed on the mobilization portion of the project. This will provide time for adequate review of the revised RAWP being submitted in the next few weeks.

Call with questions.

Becky

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